SR 509, Federal Way to SeaTac, Corridor Completion I-5/South Airport Access

10 Year-Project in Full

Description:

- Completes SR 509 as a six lane freeway, with HOV lanes, between I-5 and S 188th St. in SeaTac
- Adds new lanes on I-5 from S 320th in Federal Way to 200th and improves interchanges
- Completes the South Access Expressway to Sea-Tac International Airport

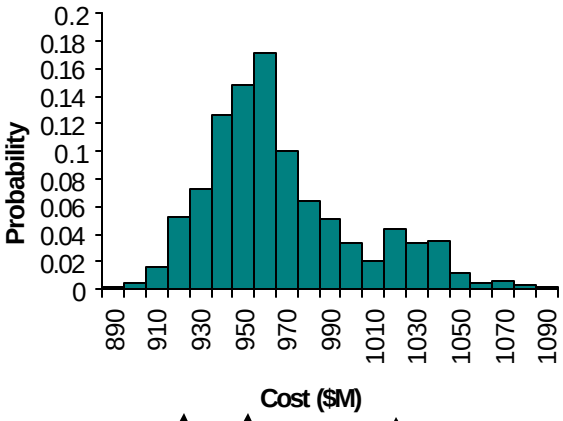
Schedule:

Begin Construction Range: 2005 - 2007

End Construction Range: 2011 - 2013

Inflation escalation is to 2009, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 920 Million

There is a 50% chance the cost is less than $ 950 Million

There is a 90% chance the cost is less than $ 1.02 Billion

Benefits this project would provide:

- Completes SR 509 and connects it to I-5; provides a direct connection between Seattle and South King County, and completes an alternative north-south corridor to I-5
- Improves freight mobility within the State's most traveled freight corridor, critical to the State's economic growth
- Provides direct southern access to Sea-Tac, the hub airport for the Pacific Northwest
- Reduces congestion by diverting over 1,200 vehicles during the peak hour and 5,000 trucks per day from the I-5 Southcenter Hill
- Provides substantial peak-hour travel time savings between Seattle and Tacoma by adding over 5 miles of improvements to I-5 between S. 200th St. and S. 320th St., and opens up access to existing SR 509 north to the First Ave. South bridge
- Improves habitat and water quality in affected drainage basins

Risk issues that could impact project cost or schedule:

- Changes to national seismic design criteria increase structure costs.
- Limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.
- Delays in right-of-way purchase results in later construction start and project cost increase.
- Additional costs could occur due to needed improvements at the I-5/S 272nd St. interchange.

Level of Project Design:

Low — Medium — High

June 3, 2002

Washington State Department of Transportation

Washington State
Department of Transportation

10 Year Projects – Funding in Part

SR 509, Federal Way to SeaTac, Corridor Completion

Option A – Partial SR 509 Connection with I-5 Interchange and South Access

10 Year-Project in Part

Description:

- Constructs half of SR 509 (one lane each direction) from S 188th Street to the South Access Expressway
- Connects SR 509 and I-5 with the proposed new South Access Expressway to the airport
- Provides tunnel connections to I- 5, and constructs collector-distributor lanes on I-5 to the SR 516 interchange
- Completes engineering and purchases all right-of-way for the corridor

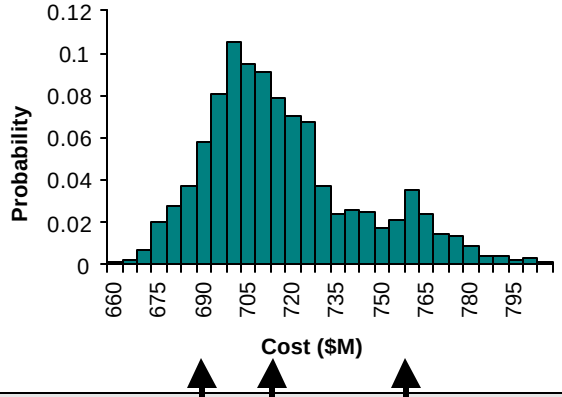
Schedule:

Begin Construction Range: 2005 - 2007

End Construction Range: 2011 - 2012

Inflation escalation is to 2008, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 690 Million

There is a 50% chance the cost is less than $ 710 Million

There is a 90% chance the cost is less than $ 760 Million

Benefits this project would provide:

- Purchases all the right-of-way for the corridor
- Provides for construction of a two lane SR 509 connection from S 188th St. to the South Access Expressway, allowing the connection with I-5
- Improves freight mobility by allowing a new alternate route on SR 509, avoiding the Southcenter Hill
- Constructs the South Access Expressway (by the Port of Seattle) from SR 509 to the airport drive system, providing direct southern access
- Improves habitat and water quality in affected drainage basins by constructing environmental mitigation features

Risk issues that could impact project cost or schedule:

- Changes to national seismic design criteria increase structure costs.
- A limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.
- Delays in right-of-way purchase result in later construction start and project cost increase.

Level of Project Design:

Low — Medium — High

June 3, 2002

Washington State Department of Transportation

SR 509, Federal Way to SeaTac, Corridor Completion

Option B – S 188th to SR 99

10 Year-Project in Part

Description:

- Constructs extension of SR 509 from S 188th St. on new alignment to interim intersection with SR 99/International Boulevard
- Completes engineering and purchases all needed right-of-way for complete corridor

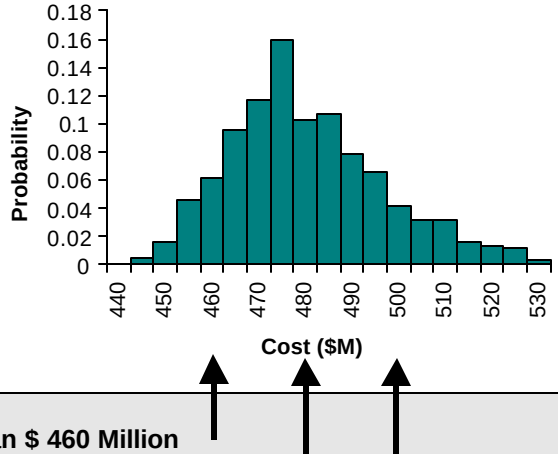
Schedule:

Begin Construction Range: 2004 - 2006

End Construction Range: 2011 - 2012

Inflation escalation is to 2008, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 460 Million

There is a 50% chance the cost is less than $ 480 Million

There is a 90% chance the cost is less than $ 500 Million

Benefits this project would provide:

- Purchases all the right-of-way for the corridor
- Provides for construction of a four lane SR 509 connection from S 188th St. to an interim intersection with SR 99, a primary state highway
- Provides improvements that can be connected to in follow-on construction when funded
- Improves habitat and water quality in affected drainage basins by constructing environmental mitigation features

Risk issues that could impact project cost or schedule:

- Changes to national seismic design criteria increase structure costs.
- A limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.
- Delays in right-of-way purchase results in later construction start and project cost increases.

Level of Project Design:

Low — Medium — High

June 3, 2002

Washington State Department of Transportation